



The Indiana Teamster

"Serving the Indiana Teamster Movement"

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No. 3

40,000 TEAMSTERS WIN WITHOUT STRIKING

Joint Council Officers Up For Election

Teamsters Joint Council No. 69, comprising representatives of 11 local unions in central Indiana, from Richmond to Terre Haute and Indianapolis to Kokomo, will elect officers December 20.

The meeting will be held at 28 West North St., Indianapolis, where candidates were nominated at the last regular meeting of the Council, November 15.

James K. Katz, of Teamsters Local 691, Richmond, will be unopposed for recording secretary, succeeding O. B. Chambers of Kokomo.

Unopposed also will be Elmer Nolan, Local 73, Clinton, for one-year trustee and Fred Marshall, Local 135, Indianapolis, for two-year trustee.

Three nominees for three-year trustee are C. R. Kinnaman, Local 188, Indianapolis; John Mofford, Local 369, Muncie, and M. R. Atkins, Local 193, Indianapolis.

Nominees for the other offices are shown on the table on page 2.

Local 233 Closes

6 Big Warehouses

Five of the largest general merchandise warehouses in Indianapolis and one in Knightsbridge were tied up November 22 in a walkout of 200 members of Teamsters Local 233.

The members, including drivers and inside workers, voted unanimously to strike rather than continue working for inequitable pay and under sub-standard conditions of employment.

Their contract with the operators ended November 1. Previous to this date their union business representative, Leo Bauer, entered upon a series of negotiations with an operators' committee, headed by H. D. Foley, president of the Indianapolis Warehouse and Storage Co., 330 West New York St.

President Bauer was unable to get the operators up to more than ten cents per hour increase, and this the members rejected unanimously.

Bauer then filed a Smith-Connally (Continued on Page 4)

GOOD NEWS FROM LOCAL 362

At the last meeting of the Indiana State Drivers' Council, Henry G. Willing, representing Teamsters Local 362, Hammond, reported the signing of contracts by his union, giving increases of 15 cents an hour and the 40-hour week to all coal drivers; 15 cents an hour for lumber drivers and 10 cents an hour for ready mixed concrete workers.

Candidate for Re-election



STEVEN TOTH

Steven Toth is up for re-election this month (Dec.) as secretary-treasurer of Teamsters Local 520 in East Chicago, and is seeking to retain that office, which he has held for several years. Mr. Toth is considered one of the ablest and most progressive labor leaders in Indiana. He is president of the Indiana State Drivers Council and is prominent in civic and social welfare activities in Lake County.

President Truman Thanks Mr. Toth

On behalf of the grateful people of the United States, I thank you for your selfless service in your country's need as a volunteer worker for the OFFICE OF PRICE ADMINISTRATION. With your help, our Nation has been able to protect its economy against the impact of total war and to assure its consumers fair prices and a fair distribution of needed goods.

As a patriotic citizen you have demonstrated your loyalty and devotion in a period of great national danger. Your community and your country will not forget your contribution to victory over our enemies and look to you now for leadership and example in the continuing fight against inflation.

(Signed) HARRY TRUMAN

The White House

Teamwork Wins Richmond Strike

When Teamsters Local 691 voted to strike the Richmond Baking Co., help was sent to the picket line from Locals 188, 135 and 716, Indianapolis; 369, Muncie and 543, Lafayette.

The strike lasted two days and then all cracker drivers and bread salesdrivers working for the company signed with James K. Katz, head of the Richmond Local.

Katz is now negotiating with the company on a friendly basis to give the drivers better pay and other union conditions.

Katz thanks his brother business representatives. He'll do the same for them some time.

Edward Carlson Head of Local 716

Edward T. Carlson, former assistant business representative of Teamsters Local 233, has been appointed business representative and president of Teamsters Local 716, Indianapolis.

NOLAN SIGNS LUMBER COS.

CLINTON—Teamsters Local 73, headed by Elmer Nolan, has signed a new contract with the owners of five lumber companies, giving union members employed by the companies nine cents an hour wage increase and double time for all work after 44 hours per week.

Walter E. Biggs on Committee Which Negotiates 15 Cts. Raise For Over-the-Road Drivers

Forty thousand over-the-road drivers of Indiana and 11 other Midwestern States have accepted the terms of an amicable agreement worked out for them by their Teamster officials of the Central States Drivers Council with representatives of 500 associated employers.

T. H. CITY FREIGHT WORKERS RAISED

TERRE HAUTE—Approximately 80 members of Teamsters Local 144 employed in handling city freight here receive 15 cents an hour increase in pay and renewal of conditions previously obtained, by terms of a new contract just signed for them.

Agreement for the union was reached by Norman C. Murrin, international organizer, and Jack Reynolds of the local.

It is believed that the new contract will benefit 150 other members of Local 144, employed as drivers and warehousemen for Kroger and various furniture companies, in pending negotiations.

Indiana Teamsters were represented in the contract by Walter E. Biggs, president of Teamsters Local 364, South Bend.

President Biggs led the delegation of Hoosier



WALTER E. BIGGS

business representatives to the series of negotiations which led to acceptance of the operators' counter offer of 15 cents an hour increase and 1/2 cent per mile increase in mileage rate.

Teamster leaders from Indiana in the bargaining group included Steven Toth, Local 520, East Chicago; E. C. Wilkes, Local 298, Michigan City; Pat Hess, Local 414, Fort Wayne; O. B. Chambers, Local 759, Kokomo; E. J. Williams, Local 135, Indianapolis; D. E. Mahoney, Local 369, Muncie; James K. Katz, Local 691, Richmond; C. B. Birdsong, Local 215, Evansville; Charles Miller, Local 417, Vincennes; Jack Reynolds, Local 144, Terre Haute; S. W. Helton, Local 543, Lafayette, and Elmer Nolan, Local 73, Clinton.

(Continued on Page 3)

CAKE SALESDRIVERS GET \$50 GUARANTEE

Salesdrivers for the five leading cake manufacturing companies in Indianapolis are receiving \$50 a week guarantees up to \$350 weekly receipts and ten per cent commission for all over that amount by terms of a new contract signed by C. E. Davis, president of Teamsters Local 188, and a committee of members from each of the companies.

This contract, like one obtained for bread salesdrivers, is (Continued on Page 3)

HAKIM WAS HERE—

Read Swede

Muncie Ball Store Volunteers Raises

MUNCIE—Although the contract between Teamsters Local 369 and the Ball Department Store was to run to February 11, the store voluntarily opened negotiations as of November, 4, with D. E. Mahoney, union business representative.

Now the union members at the store are receiving 15 cents an hour more pay, 15 per cent reduction on merchandise and ten days' sick leave with pay.

Jack London's "Scab"

Here is a famous definition by a famous author. It is the definition of a scab by Jack London as published by "The People's Voice" in 1936, 20 years after London's death. It is as true a definition today as in 1936. And it was as true in 1936 as when written. It is constantly going the rounds of the press—Labor Press that is, not the department store newspapers—and Mel Atkins thought we ought to give it a play in this small but honest newspaper. —Ed.

JACK LONDON'S DEFINITION OF A SCAB

After the Creator had finished making the rattlesnake, the toad, the vampire, the crawling things and reptiles, He had some awful substance left, from which He made a scab.

A scab is a two-legged animal with a cork-screw soul, a water-logged brain, and a combination backbone of jelly and glue. Where other humans have hearts, the scab carries the tumor of a rotten principle. When a scab comes down the street men turn their backs and angels weep in heaven. The devil shuts the gates of hell on the scabs and tells them to go and make a hell of their own. He will not have his honest sinners contaminated with their presence.

No man or woman of decent principle would scab a job while there is a pool of water deep enough to drown his body in, or a rope long enough to hang his vile carcass.

Judas Iscariot, the betrayer of our Saviour, was a gentleman compared with a scab. Judas at least had enough character to go out and hang himself after dirtying his hands with the filthy silver paid to him by his employers. A scab has not even that much decency.

Esau, the older brother of Jacob, sold his birthright for a mess of pottage.

Judas Iscariot sold his Savior for thirty pieces of silver. Benedict Arnold sold his country for a promise of a commission in the British Army.

What happened to them? Esau lost his inheritance. Judas lost his life and his soul. Benedict Arnold died in England, hated by his own countrymen, and despised by the British to whom he had sold himself. What wonderful rewards for treachery!

The modern strike-breaker sells his birthright to a decent standard of living, his country, the good name of his family and the welfare of his fellow workers for a promise from his employer. A promise which is more often broken than kept.

Esau betrayed himself. Judas betrayed his God. Arnold betrayed his country. The scab betrays himself, his God, his country, his family and his fellowmen.

Who Makes All the Money?

"Look at all the money workers are making today...." You hear such talk every day: in Pullman diners, in cocktail lounges, from prosperous-looking gentlemen and ladies. To hear them talk, would make you envious of the workers just rolling in prosperity. It would make you feel sorry for the employers whose business is supposedly on the verge of bankruptcy because of exorbitant wages.

Millions of families of American wage earners know different. They know that, despite increased employment and improved wage rates, to keep the home going, to keep the kids fed, is still a heart-breaking business, in which the ends never meet.

What they have known all along from personal experience, and what others refused to believe, has been shown to be true by a factual Government study. This survey, made by the Department of Agriculture and the Federal Reserve Board, shows this. Listen carefully.

One out of every two American families has to live on an income of less than \$2,000 a year. These are families. They are households—not individuals. One out of every five families has an income of less than \$1,000 a year. This means that 20 per cent of all families—one-fifth of the nation—is living on an annual family income of less than \$1,000. In fact, the average income of these families is only \$600 a year. That is poverty. Poor food, poor clothing, poor homes, poor health. These families have no savings at all. In fact they have to borrow to get along.

So the next time you are told that America today is at the peak of prosperity and that the future is rosy, remember these facts. Remember that half of us, every other family, has to live on less than \$2,000 a year, and has little or no savings. Remember that none of these families can afford the new cars, refrigerators, washing machines and other new reconversion products developed by the wartime technology. Remember that more of these families is financially able to own a home of its own, or is even sure about being able to make ends meet in the face of the wild rampage of rising prices.

That is the simple arithmetic behind labor's fight for better wages, for better buying power for wage earners' families, which would provide a larger market for industrial production and a higher living standard for the average American.

Right now, business is riding a boom, both in industry and trade. In 1946 profits after taxes in retail and wholesale trade were two and a half times the already high profits of 1945. Profits in the motion picture and amusement industry have doubled in a year. In alcoholic beverages, profits have more than doubled. With the exception of enterprises held back by reconversion, American business is making record profits in 1946.

Remember that. And remember above everything else, that

JOINT COUNCIL 69 CANDIDATES

NOMINATED	PRESIDENT BY	SECONDED
O. B. Chambers	L. M. Swickard	T. Helms
D. E. Mahoney	C. E. Davis	E. Nolan
Leo Bauer	VICE-PRESIDENT	
S. W. Helton	M. R. Atkins	Wm. Osborne
	Louis Forkey	Chas. Brown
	SECRETARY-TREASURER	
E. J. Williams	Leo Collins	James Katz
C. E. Davis	L. Bea	H. M. Blue
James Katz	RECORDING SECRETARY	
	S. W. Helton	Lee Lantz
Elmer Nolan	NOMINATION CLOSED	
	ONE-YEAR TRUSTEE	
	G. H. Rabanus	James Katz
Fred Marshall	NOMINATION CLOSED	
	TWO-YEAR TRUSTEE	
	C. E. Davis	James Katz
	NOMINATION CLOSED	
	THREE-YEAR TRUSTEE	
C. R. Kinnaman	James Katz	L. Bea
John Moyfield	D. E. Mahoney	Z. R. Tompkins
M. R. Atkins	E. Carlson	P. Clifton

unless more Americans have better incomes, there will be no market for the products of our postwar industries. Unless a vastly greater market is assured through greater buying power for the mass of the people, bankrupt business and widespread unemployment will come on the heels of the boom. Remember that when unions fight for better wages for underpaid workers they are also fighting for lasting prosperity—the wish of every war veteran, every businessman, every farmer and every worker.

BORIS SHISHKIN, AFL Economist.

One Set of Laws

When a jurisdictional dispute occurs between two business concerns it is called free enterprise and competition. When one industrial concern dominates a particular field, putting out of business rival companies, and forcing into idleness their employees, the public accepts the whole thing as one of the exigencies of industry.

But when two unions happen to get into a jurisdictional dispute and the operations of the company are temporarily halted, a hue and cry is raised for a law to prohibit jurisdictional disputes.

Jurisdictional disputes are not desired by either the laboring man or the business man. But why are jurisdictional disputes in business accepted as natural developments, and jurisdictional labor disputes cussed?

Actually more harm results from jurisdictional disputes between business or industrial concerns. Unemployment results in nearly every one of such cases.

And those who seek a law to ban jurisdictional disputes are asking for a law that hits at the rights of workers. They would restrict free choice of unions among the wage earners. Well, if that were to be, wouldn't it be equally proper to limit the fields of business so that none could take jurisdiction or the business of another company? Is that progress?

Those who suggest a law for everything that pertains to labor, would like to have one set of rules for labor, and no rules for business. Fortunately this is a democracy and we don't have laws against classes or economic groups.

—Northwest Teamster.

Trucking Industry

From "Motorway Transport," epitomizing "the sense and the voice of individual motor transportation enterprises exceeding 100,000 in number," and operating 4,000,000 motor vehicles.

During fifty years industrial motoring has grown in the United States into an incomparable public service. In the early days of the motor truck railroads laughed it off as a transportation toy. Now, in competition, they seek to stifle it with legislation and governmental directives. The situation is a matter of public concern; the public now faces the prospect of transportation monopoly. It is not enough to regret attacks on a public service; it is necessary to understand and prevent them.

Motor freight moves faster than rail freight; it brings fresher food supplies. It goes to more than 50,000 rural sections where railroads do not enter and brings to market the products of countless dairies and farms. Motor freight movement requires no switching, no shunting, no freight yards delay. During war years motor transport moved 70 per cent of war freight in and out of defense plants. Its flexibility made it indispensable on battle fronts.

Industrial motoring pays more wages to drivers alone than the total paid to all railroad employees. Directly, it employs more than four millions; directly and indirectly its personnel exceeds seven millions. It employs more help than any other industry save alone agriculture. Its yearly taxes are above a half billion dollars.

To encourage, countenance or permit this effort to wreck competitive industry invites disaster.

Richmond Local 691 Says Hello

By JAMES H. KATZ

Brother Coleman Creech has enrolled a brand new Teamster in our local by passing out cigars. Mother and son are doing fine. Papa hasn't got his feet on the ground yet at this writing. But good luck, Brother Creech!

Bernice Coffman, ex-WAVE, and at present our office girl, was married recently to Richard Wilkemeyer, ex-soldier. They left on a week's honeymoon, with the best wishes of Local 691. Stewart and I squabbled about who would take her place while she was away, but it was all settled when someone snagged his nylons and took off for Chicago, leaving the unfortunate Mr. Stewart to take care of things.

The American Aggregates Co. has been signed up and all unions involved are pretty happy about it.

We are sorry to report, that two of our members, John Perry and Charles Cougill, were injured in a truck wreck at Missoula, Montana recently. John was seriously injured, but Charley escaped with only minor injuries.

We had a short work stoppage in our local, with one of the contractors, but everything is O. K. now. Insurance and overtime deducted from our members' checks has been refunded to them.

Truck drivers roll their wheels, fair weather or foul, and Jimmy Stewart says, that jitterbuggy of his, is going to do the same, or ELSE.

Trimble Trucking Co. has been signed on the over-the-road contract. We are glad to welcome the employes into the Teamsters.

Schenley Distillery's new contract has been signed, and everybody is happy.

Rex Manufacturing Co. contract has been negotiated and signed, with a wage increase, and Local 691 welcomes all the new members.

Local 691 asks all members to send any news they can dig up for publication in this newspaper. Send the news to our office, brothers. Let's let our brother members know what "gives" in our local.

Brother Stewart is back on the job after a week's illness.

Sawochka Charges Candy Co. Unfair

GARY—Teamsters Local 142, headed by Michael Sawochka, has presented evidence before the NLRB charging the Curtiss Candy Co. with unfair labor practices.

Sawochka charged that the Curtiss company closed its Gary warehouse and fired its ten drivers the same week that they joined the union.

The Indiana Teamster

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OFFICERS

STEVEN TOTH, President
CHARLES MILLER, Vice-President
C. B. BIRDSONG, Secretary-Treasurer
O. B. CHAMBERS, Recording Secretary

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D. E. MAHONEY, S. W. HELTON
EVERETT WILKES

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40,000 Over-the-Road Drivers Win Raises Without Striking

(Continued from Page 1)

The original Central States Area over-the-road motor freight agreement was signed November 16, 1945, for a two-year period, with an opening clause for wages only on November 15, 1946.

This agreement covered drivers employed by private, common and contract carriers in the states of Indiana, Michigan, Ohio, Illinois, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska and Kansas and operating into and out of all contiguous territory.

Representing the 500 employ-

ers on the negotiating committee were the Central States Area Employers Association, Midwest Operators Association, Labor Division of the Michigan Trucking Association and the Santa Fe Trail Transportation Co.

Teamsters signing the agreement additional to Walter E. Biggs for Indiana, were James R. Hoffa, of Detroit, chairman; Rudy Minkin, Joseph F. Scislowski, Sidney L. Brennan, Floyd R. Hayes, Michael J. Healy, chairman of the council; Arthur F. Hudson, executive secretary, and I. E. Goldberg, general council.

TEXT OF OVER-THE-ROAD AGREEMENT

It is mutually agreed by and between the respective parties hereto that the Central States Area over-the-road Motor Freight agreement for the contract term November 16, 1945, to November 15, 1947, be amended and revised for that portion of the contract term commencing November 16, 1946, to November 15, 1947, as follows:

(1) All contract, rider, and existing higher mileage rates, where in effect, to be increased $\frac{1}{2}$ cent per mile, excepting, however, that members of the Midwest Operators Association and members of the Central States Area Employers Association, who were members of said associations on September 12, 1946, as certified by said respective associations to the Central States Drivers Council, the Santa Fe Trail Transportation Co., and any other employer who appeared at the negotiations, on operations west of break points in the "Midwest" area, contract, rider, and existing higher mileage rates, where in effect, to be increased $\frac{1}{2}$ cent per mile. (All operations into and out of the "Midwest" area shall receive the $\frac{1}{2}$ cent per mile increase.)

(2) All contract, rider, and existing higher hourly rates, where in effect, to be increased 15 cents per hour, excepting, however, that members of the Midwest Operators Association and members of the Central States Area Employers Association, who were members of said associations on September 12, 1946, as certified by said respective associations to the Central States Drivers Council, the Santa Fe Trail Transportation Co., and any other employer who appeared at the negotiations, on operations west of break points in the "Midwest" area, contract, rider, and existing higher hourly rates, where in effect, to be increased eight cents per hour. (All operations into and out of the "Midwest" area shall receive the 15 cents per hour increase.)

(3) Section 19 of Article XXXIII shall be modified to permit the use of individual-owner operators by all carriers who will

agree to submit all grievances pertaining to owner operators to joint Employer-Union grievance committees in each respective state. It is understood and agreed that all such grievances will be promptly heard and decided with the specific purpose in mind of (a) protecting provisions of the Union contract;

(b) prohibiting any and all violations directly or indirectly of contract provisions relating to the proper use of individual owners;

(c) prohibiting any attempts by any operator in changing their operation which will affect the rights of drivers under the terms of the contract, and generally the operators agree to assume responsibility in policing and doing everything within their power to eliminate all alleged abuses in the use of owner-drivers which resulted in the insertion of Section 19 in the over-the-road contract;

(d) owner-driver operations to be dock to dock; no local deliveries or peddle operations except where no local employees to make such deliveries;

(e) the operators agree that they will, with a joint meeting of the Unions, set up uniform rules and practices under which all such cases will be heard;

(f) it shall be considered a violation of the contract should any operator deduct from rental of equipment the increases provided for above, or put into effect any means of evasion to circumvent actual payment of increases agreed upon at this time.

(4) Article IX of the Area Agreement to be revised to read as follows:

"It shall not be a violation of this contract if any employee or employees refuse to go through the picket line of a Union or refuse to handle 'unfair goods.' The Union agrees that in the event the employer becomes involved in a controversy with any other Union, the Union will do all in its power to help effect a fair settlement."

In all other respects, the Central States Area over-the-road Motor Freight agreement to continue in full force and effect except as above modified or revised.

Indianapolis Cake Salesdrivers Receive \$50 Weekly Guarantee

(Continued from page 1) claimed by the companies to be "one of the best in the country" for the union members.

The contract is for one year and retains the vacation clause and other provisions of the previous agreement.

The companies and Teamster employees who signed the agreement with President Davis are:

Grennan Bakeries, Inc., 209 Patterson St., Ernest McDowell and Guy Davenport.

Hostess Cake Bakery, 339 East Market St., Louis Floerke, Ralph Bedwell and Fred Pavey.

Dolly Madison Cake Co., 611 East 11th St., Perry Beard,

Max Jackson and Glinford Barton.

Perfection Biscuit Co., 618 East Market St., William Borman and William Strodtman.

Ward Baking Co., 1451 North Pershing St., Earle Connelley, Richard Reid and John Hall, Columbus, Ind.

Showeckers Celebrate!

Add Blessed Events—It's a seven-pound boy for Harry and Leon Showecker. Harry is a driver for Perkins Trucking Co., Indianapolis. He is one proud daddy and fellow members of Teamsters Local 193 wish him a heap of congratulations.

News Notes From 543, LaFayette

By S. W. HELTON

A majority of the employees of Borden's Milk Co. have signed to have the Teamsters represent them in collective bargaining.

S. E. "Mose" Gallaher, of Frankfort, driver for Ingraham, has been confined to his home for the past month because of sickness. Even though Mose has been in much pain, he still puts out his usual line of philosophy and wit, and upon our last call appeared to be on the road to complete recovery.

A new contract is being negotiated with the Alton Box Co. branch in this city.

Brother Oscar Blosser, so far as individual reports are concerned, has the record for this season of rabbits brought down. We wouldn't quote the number, but if you will tell us your record, we will bet Oscar tops it. Don't stick your neck out, Bud, if you don't know Oscar.

We have just agreed on a new contract with the Sunshine Farms Dairy Co. granting satisfactory increases and improved conditions.

Want a buy a goat? Ed Cunningham is disposing of his fine herd. Has but one left. Reason for selling, ran out of feed (tin cans) and this last number is working on the clothes line.

Jess Deck is interested in the candy business. He says it's a dandy business.

Our regular meeting for December will be held Monday, December 16, at 103 North Sixth St., 7:30 p. m., at which time there will be nomination of officers.

1947 MARCH OF DIMES IN WAR ON PARALYSIS TO BE JANUARY 15-30

The 1947 March of Dimes, annual fund-raising drive of the National Foundation for Infantile Paralysis which sparks the battle against polio, will be held January 15 to 30, it was announced today by Dean H. Mitchell, Indiana state chairman of the March of Dimes campaign committee here.

The need for funds, Mr. Mitchell said, has never been greater, since the nation has just emerged from the worst epidemic of polio in the history of the National Foundation for Infantile Paralysis, founded in 1938 to spearhead and coordinate the battle against this disease.

"United States Public Health Service figures show," said Mr. Mitchell, "that the 1946 polio epidemic is second only in severity to the great epidemic of 1916, the worst in recorded history.

"In Indiana the number of cases has jumped from 198 in 1945 to 396 by November 16, 1946.

"This means that not only are the Foundation and its chapters called upon as never before to supply expensive equipment, personnel and every other aid known to modern science to the stricken, but they still must assist those who have not yet achieved maximum recovery. And there are more of these than there have ever been before."

UNFAIR!

Jaggers Wholesale Grocery Co., 114 South Alabama St., Indianapolis, and M. O'Connor & Co., 600 Kentucky Ave., Indianapolis, are unfair to organized labor and should NOT be patronized until further notice.

Beer Distributors Sign with No. 298 In Michigan City

E. C. Wilkes, head of Teamsters Local 298, reported to the last meeting of the Indiana State Drivers Council that his union has completed negotiations with beer distributors in Michigan City and La Porte, with substantial pay increases for the drivers.

He was aided in working out the contract by Dutch Reuer, Clyde Cavin and Harvey Gelske, all of the union, he said.

Distributors are the Fogarty Co., Kuhn Beer Distributing Co. and the La Porte Distributing Co.

East Chicago Drivers Raised

EAST CHICAGO—Approximately 200 members of Teamsters Local 520, East Chicago, have received raises of ten cents an hour and other improvements in working conditions in an agreement signed between the union and 15 contractors engaged in open road and heavy construction work.

The contract, obtained through the Wage Adjustment Board, was signed for the union by Stephen Toth, secretary-treasurer, and Frank Potesak, business representative.

Cost-of-Living Bonus

Phillips Petroleum Co. has offered all its drivers, who are members of Teamsters Local 520, a cost-of-living bonus of one week's pay, by December 31, 1946, and another one to be paid before February 28, 1947.

Miner-Dunn Gives Raise

Fifteen salesdrivers employed by the Miner-Dunn Industrial Feeding Co. of East Chicago have received 25-cent-an-hour raises in a contract just signed for them by their union leaders, Steven Toth, secretary-treasurer, and Frank Potesak, business representative, of Teamsters Local 520.

The contract is for one year.

Injured Teamster Recovers

EAST CHICAGO—Mike Stoykovich, of Teamsters Local 520, who was seriously injured recently while working at the Kellogg Co., is reported out of the hospital and about ready to resume his occupation.

Meeting Nights—When and Where

(Notice to Business Representatives: Send in a schedule of your meetings and it will be given space in this permanent column.)

LOCAL NO. 11—Auditorium, 210 North Fulton Ave., Evansville. Regular meeting, 1st Tuesday of month, at 9 a. m. and 4 p. m.

LOCAL NO. 188—28 West North St., Indianapolis. Executive Board, 2nd Wednesday of month, 4 p. m.

Wholesale Bread, 1st Tuesday of month, 4 p. m.

Wholesale Cake, Cracker and Pie, 1st Tuesday of month, 7 p. m.

Kraft Foods, Inc., Blue Valley Creamery and Purity Foods, Inc., 3rd Tuesday of month, 7:30 p. m.

Dairy employees, 3rd Wednesday of month, 7:30 p. m.

Retail Bread, 3rd Thursday of month, 7:30 p. m.

Wadley Co., last Tuesday of month, 5:30 p. m.

General Meeting for all crafts, 1st Tuesday of March, September and December, 8 p. m.

No meetings through June, July and August.

LOCAL NO. 193—28 West North St., Indianapolis.

Executive Board, 2nd Friday of month, 7 p. m.

General Meeting, 2nd Friday of month, 8 p. m.

LOCAL NO. 218—Auditorium, 210 North Fulton Ave., Evansville. General meeting for all drivers, 1st Sunday of month, at 2:30 p. m.

LOCAL NO. 233—28 West North St., Indianapolis.

All Members, 1st Wednesday of month, 8 p. m.

LOCAL NO. 543—Lafayette—103 North Sixth St., 3rd Monday of month, 7:30 p. m.

Frankfort—Labor Temple, last Saturday of month, 7:30 p. m.

Goodland—Library, last Wednesday of month, 7:30 p. m.

Dairy Employees—Fourth and Columbia Sts., 3rd Tuesday of month, 7:30 p. m.

Ice and Coal—103 North Sixth St., 2nd Friday of month, 7:30 p. m.

LOCAL NO. 691—Richmond-Eagles Annex, 2nd Sunday of month, 10 a. m.

Lawrenceburg—Noppert's Hall, 1st Friday of month, 7 p. m.

Connersville—AFL Hall, Bread Drivers, 1st Monday of month, 7 p. m.

Rex and Bunzendaal Drivers, last Saturday of month, 2:30 p. m.

LOCAL NO. 716—28 West North St., Indianapolis.

Ready Mixed Concrete, 1st Monday of month, 8 p. m.

Amer. Aggregates, 1st Tuesday of month, 8 p. m.

Private Owners, 1st Wednesday of month, 8 p. m.

Electric Cos., 2nd Monday of month, 8 p. m.

Glass Cos., 2nd Tuesday of month, 8 p. m.

Ice and Coal, 3rd Tuesday of month, 8 p. m.

Gen. Contractors Employees and general meeting, last Wednesday of month, 8 p. m.

Executive Board and Stewards, last Sunday of month, 10 a. m.

LOCAL NO. 759—Labor Temple 512 East Sycamore St., Kokomo.

Regular meeting, 1st Saturday of month, 8 p. m.

Up-to-Date with No. 188

"Better is half a loaf than no bread."

Congratulations to President Davis and committee on our new cake agreement—a \$50.00 guarantee makes it the best contract in the country.



We hope to have all potato chip salesdrivers lined up soon. We welcome all the help you can give us by talking to the drivers you know.

In the city of Bagdad lived Hakim, the wise one; and many people went to him for counsel, which he gave freely to all, asking nothing in return. There came to him a young man who had spent much but got little, and said, "Tell me, wise one, what shall I do to receive the most for that which I spend?" Hakim answered, "A thing that is bought or sold has no value unless it contains that which cannot be bought or sold. Look for priceless ingredients." "But what is the priceless ingredient?" asked the young man. Sopke the wise one, "My son, the priceless ingredient of every product in the market place is the Honor and Integrity of him who makes it. Consider his name before you buy."

Have you considered the man you buy your milk from? Is he union? Polk's and Roberts and Banquet are on the unfair list of this local. I hope we don't hear of a member of Local 188 buying scab milk. Get Kroger or Capitol Dairies milk.

Friend to Mrs. Leonard Bea, "When did you first suspect that your husband was slightly balmy?"

Mrs. Bea, "When he shook the hall tree and began feeling around on the floor for apples."

How about those rabbits, Bill

IN THE KNOW WITH KOKOMO

By O. B. CHAMBERS

The next regular meeting of Local 759 will be held the first Saturday of the month at 8:00 p. m. at the Labor Temple, 512 East Seacmore St., Kokomo.

Local Union 759 has settled its contracts with the three Ready Mix companies, Kokomo Ready Mix, Central Mix Concrete Corp. of Kokomo and Transit Mix of Logansport, with a nice increase for its members and vacation plans, which they did not have before.

We have also finished the contract with the Centrasco Mfg. Co. at Peru, with a nice increase for members.

These companies were served with a Smith-Connally notice, which has been withdrawn due to reaching an agreement.

We are now in negotiations on the City Freight and City Coal Contracts.

All of our over-the-road operators are paying the increase that was agreed on by the new over-the-road agreement with a 15-cent an hour increase and one-half cent a mile, and we are awaiting the signing of the contracts.

We have two new City Cartage companies signed in Peru—Myers Transfer Co., and Co-ordinated Transport.

We are sorry to report the death of William Irick, who until a year ago was a member of Local 759. He passed away Saturday, November 16, we extend our sympathies to his family.

The Kokomo Concrete Supply Co. is still on the unfair list of our union.

Local Union 759 extends its holiday greetings to all of its members, the International and affiliated locals.

Butter? We are getting mighty hungry.

Diary of Rusty Voss of Indiana Condensed Milk, Sheridan:

November 16—Raining. Can't go hunting.

November 17—Raining. Can't go hunting.

November 18—Still raining. Shot Gramma."

Note to the office gal from Paul Hatcher, steward for Omar, Greencastle: "Would like for you to pass this on to Swede. The boys at Greencastle are still in the bread business—Mr. and Mrs. Delbert Lewis with a 3½ lb. boy, and Mr. and Mrs. Milan Craig with a 3½ lb. girl. I mean, the boys down here are up and at it."

I don't know, Hatch. You have some competition in Indianapolis, too. Mr. and Mrs. Thomas Fields of Capitol Dairies have a new baby, and it's a girl for the Albert Chances (Munson Lines.) Anyone else want to brag?

HAVE IT DELIVERED UNION

There's No Story When This Party Finds 300 Dollars

The man at the table in the dining room at the hotel kicked something, and it was a wallet, and the wallet was full of money.

He looked quizzically at Mofield, his companion from Muncie, Indiana, with whom he was making a business trip to Jefferson City, Missouri.

"Did you see anybody drop this pocket book?"

Companion from Muncie said, "No." Of course he didn't.

The man inquired of everybody else in the room if they had lost anything or knew anyone who had, and they all said, "No."

So then he went to the hotel desk and the clerk checked the name inside the wallet and found a traveling man upstairs to whom it belonged and who apologized for being so dumb as to lose it under a table in that Illinois town. Anyone might find it and play losers, weepers, finders, keepers with \$300. Particularly a Teamster leader, if you read Westbrook the Peg.

Now this story has no moral and no surprise ending. In fact, it's no story at all, when you know that the man at the table in the dining room at the hotel who found the wallet full of money was Pat Mahoney, head of Local 369. Mahoney would give back money that he found any time. That's how Mahoney is.

STELIGIA DECIDES TO SPARE STORK

EAST CHICAGO—More about that stork in East Chicago—it appears that Joe Steliglia of Calumet Trucking has made different arrangements and decided not to shoot the beloved bird after all. Joe was pretty sore when he took Mrs. Steliglia to the hospital several times only to be sent back home by physicians, but now everything's all right and Teamsters Local 520 has a new baby member. It's a boy.

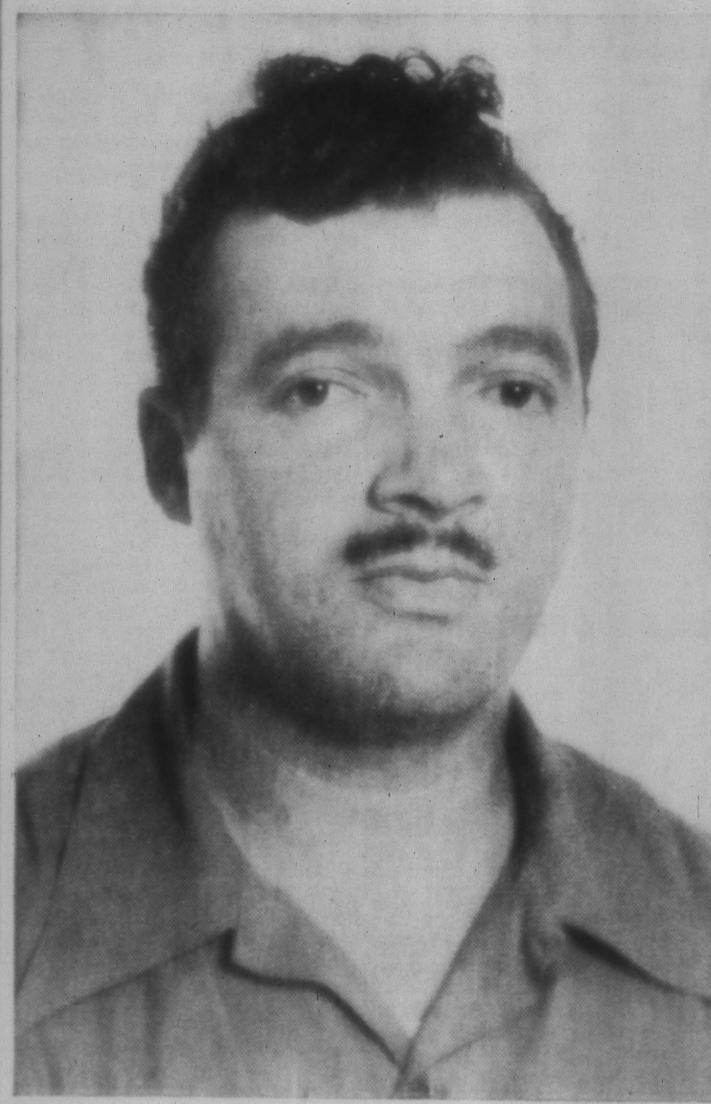
R. Kinker of the same union and company has welcomed a new son and heir to his household.

Walter Bales, also of Calumet Trucking and Local 520, has a new baby daughter. (Editor's note: We made a slight error last time. We had it "Boles" and the infant a boy.)

DRIVER'S SON DIES

Members of Teamsters Local 298 in La Porte were saddened to learn of the death of the six-year-old son of a fellow member, Paul Long.

MAN OF THE WEEK



JOHN H. HINKLE

American Trucking Associations Inc. recently gave no-accident awards to 16 drivers of the Aero Mayflower Transit Co., Indianapolis, all of whom are members of Teamsters Local 193, headed by Melvin R. Atkins.

The principal citation was conferred upon John H. Hinkle, whose no-accident record spans a period of six years and territory covering practically every state in the Union.

Hinkle was thereupon selected as the "Man of the Week" by the L. Strauss & Co. radio show, presented over WIBC, Indianapolis, on November 10. And the announcer said:

He is Mr. John H. Hinkle of 815 U. Park Avenue in Bloomington, Indiana. An employee of the Aero Mayflower Transit Company in Indianapolis, Mr. Hinkle recently received a "no-accident" award from the American Trucking Associations, Incorporated.

Mr. Hinkle's tours have been extensive; he's been behind the wheel of a truck in 48 states; and he has a perfect driving record for six accident-free years.

That's a commendable record, you'll agree—and one we all should aim at. For no car on the road is better than the man—or woman—in the driver's seat. And when we all drive carefully, highways are truly happy ways.

Mr. Hinkle has proved that, with a perfect driving record for six accident-free years. And so we send our heartiest congratulations to Mr. John H. Hinkle, proudly saluted by Strauss as the MAN OF THE WEEK!

Others with the Mayflower company to receive awards were: Robert W. Dole and Foster D. Owens, four years; Sidney M. Myers, John H. Shaw and Walter W. Becker, three years; Paul S. Crume, Wesley G. Gordon, Theodore G. Hamilton, Arthur C. Stackpole and Forest C. Kerkhoff, two years; and Gilbert Coon, Charles Ditsworth, Hershel E. Grounds, Carl J. Warren and Elmer J. Wininger, one year.

HI THERE, MAYFLOWER!

By SAMMY SHAFFMAN

Here's a bit of truth and philosophy that has been needed for a long time around this particular bunch of wise owls. I hope it helps to serve both the drivers and the company as much as I want it to, because both sides could be a helluva lot happier and a damn side prouder of each other!

There seems to be a lot of "beefing" about this and that. . . . Well, I am a bit inclined to believe that all you get out of it is just exactly what you put into it! For instance, if you just sit back and gripe about things among yourselves and give little support to both your union committee and your shop steward, there's darn little accomplished in your behalf. Suppose all of you get behind the men that you've got up there representing you and register all "beefs" directly to them, so that they can answer you and give you some action. I'm sure that the Union in its entirety will be out to please you, if you work hand in hand with your representatives. . . . Try it. . . . You'll see the results!

I have it from very good authority that, although representatives of the Aero-Mayflower Transit Co. do not require any driver to furnish information regarding the other drivers, there are some who do so rather continuously. . . . sort of a hobby. . . . a kind of thrill derived out of hurting someone!

This practice should be stopped.

The company as a whole agrees with me that if every driver just worried about his own truck and contracts, without burdening himself with somebody else's, that all would turn out into a very happy medium for all sides.

Just in cases where the shoe pinches the most, ease the ache by forgetting the other fellow and rectify your own mistakes!

Let's pitch in and stand side by side as a consolidated group of honest and competent drivers. . . . proud of each other. . . . and proud of the company we represent!

Congratulations to a certain bald-headed, red-haired (what's left) Mayflower driver who just withstood the punishment of becoming an Indianapolis bridegroom!

Start the Fiddle!
Toth Will Dance
For 2 Locals Now

By Special Correspondent

EAST CHICAGO—Mike Sawochka has finally resigned his position as master of the dance floor to Steven Toth and delegated him to represent both Teamster Locals 142 and 520 at future ballroom shindigs.

Interviewed while sitting in an arm chair, the head of Local 142 told this correspondent that he (Mike, not the correspondent) has reached the ripe age when he prefers to be a sitter-upper.

LAKE LABOR HEADS DINE

(Pictures in January Issue)

GARY—Progress of the General Drivers in Lake County in past years was traced by John O'Brien, International Teamsters vice-president, at a banquet held by Teamsters' Joint Council No. 11.

Locals represented were Gary 142, Hammond 363, East Chicago 520, and Gary 242.

Committee in charge included Steven Toth, East Chicago, chairman; Mike Sawochka, J. F. Strickland, John Kopach, Peter Sawochka, B. H. Lowther, all of Gary; Harry Cole, Henry Willing and William Sullivan, all of Hammond, and Frank Potesak, East Chicago.

"By slow but steady progress, the drivers in Lake County have come up a long way," declared Mr. O'Brien. "Accept my greetings on behalf of the International Union."

"You have arisen from low wages and long hours to today's decent standard of living. This is due to your great leadership which has marked the Teamsters in Lake County."

Other speakers were Kenneth M. Hindley, Teamsters statistician; Carl H. Mullen, president of the Indiana State Federation of Labor; Fred Schutz who contributed greatly to the Teamsters organization drives in past years in Lake County; and Gale F. Murrin, president of the Lake County Central Labor Union.

"I am extremely proud of Joint Council 11 and its achievements," said Murrin. "Its efforts have been untiring in Lake County to build better standards of living for its members—and for all of labor."

Mr. Toth acted as master of ceremonies.

The Teamsters number more than 7,000 in Lake County today.

Office workers of the organizations were introduced. Mary Warner, president of the office workers, spoke briefly. Walter Kubach, president of Joint Council 11, was introduced.

Michael Joseph, business manager of The Labor Beacon, congratulated the Lake County Teamsters on their good work, and their long period of progress.

"It's a united pull that makes labor strong," said Joseph.

BIG WAREHOUSES CLOSED BY UNION

(Continued from page 1)

nationally strike notice, October 21.

Warehouses affected, additional to the Indianapolis warehouse and the one operated by this company in Knightsbridge, were: Tripp Warehouse Company, 1001 East New York Street; Indiana Terminal and Refrigerating Company, 240 South Pennsylvania Street; Strohm Warehouse and Cartage Company, 230 West McCarty Street, and the Rolling Mills Warehouse Company, 620 South Capitol Avenue.

Blue Streak Organized

Blue Streak Express Delivery employees now are members of Teamsters Local 193. The company has signed the city agreement.